













## Shipping.

## Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

THE Company's Steamship **TAIYUAN**, Captain HALL, will be despatched for the above Ports, on WEDNESDAY, the 4th Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, October 2, 1899. 2185

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY &amp; MELBOURNE.

THE Company's Steamship **TAIYUAN**, Captain NELSON, will be despatched on WEDNESDAY, the 4th Inst.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloons situated forward of the Engines. A Refrigerating Chamber carries the supply of Fresh Provisions during the entire voyage. A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from Australia and the Eastern and Southern Ports, at special rates.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, October 2, 1899. 2018

FOR MANILA.

(Taking Cargo at through rates for LILLO).

THE Steamer **SALVADORA**, Captain GORTON, will be despatched for the above Ports, on WEDNESDAY, the 4th Oct., at Noon.

For Freight or Passage, apply to BRINDLEY & Co., Agents.

Hongkong, Sept. 30, 1899. 2173

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship **YUENSANG**, Captain P. H. ROLES, R.N.R., will be despatched for the above Ports, on WEDNESDAY, the 4th Oct., at 4 p.m.

This steamer has superior Accommodation for First-class Passengers.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, September 30, 1899. 2167

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship **SARFEDIN**, Captain GIER, will be despatched for the above Ports, on THURSDAY, the 5th October.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, September 30, 1899. 2037

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Co.'s Steamship **SYDNEY**, Captain AGENT, will be despatched for the above Ports, on SUNDAY, the 8th Instant.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, October 2, 1899. 2187

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship **CAIRO**, Captain GIBSON, will be despatched for the above Ports, on TUESDAY, the 17th October.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, September 25, 1899. 2132

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship **ORESTES**, Captain PURVIS, will be despatched for the above Ports, on TUESDAY, the 31st October.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, September 25, 1899. 2135

## Shipping.

## Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship **TAIYUAN**, Captain NELSON, will be despatched for the above Ports, on WEDNESDAY, the 4th Inst.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, October 2, 1899. 2016

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN VIA SWATOW.

THE Company's Steamship **NANCHANG**, Captain FINLAYSON, will be despatched for the above Ports, on SATURDAY, the 7th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, October 3, 1899. 2149

SHEWAN, TOMES &amp; Co.'s NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE New Steamship **PING-SUEY**, Captain C. de LA PERRELLE, will be despatched for the above Ports, on SATURDAY, the 7th October, 1899.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, Sept. 30, 1899. 1896

THE OSAKA SHOSSEN KAISHA, LTD.

FOR SWATOW, AMOY &amp; TAMSUI.

THE Company's Steamship **TAMSUI MARU**, Captain S. NAGATA, will be despatched for the above Ports, on SUNDAY, the 8th Instant, at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.

Hongkong, October 2, 1899. 2185

FOR NEW YORK VIA SUEZ CANAL.

THE British Steamship **ARGYL**, will be despatched for the above Port, and will be followed by S. S. JOHN SANDERSON, at intervals of 2 weeks.

For Freight, apply to DODWELL & Co., Ltd., Agents.

Hongkong, September 6, 1899. 1942

Sailing Vessels.

THE 3/3 A.I.I. American Ship **CHALLENGER**, GULL, Master, is now ready to load here for the above Port, and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, Sept. 19, 1899. 1729

FOR PHILADELPHIA &amp; NEW YORK.

THE 3/3 A.I.I. American Ship **ST. MARK**, DUDLEY, Master, shortly expected from MANILA, will load here for the above Ports and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, September 20, 1899. 2008

Intimations.

BREAD.

CLEANLY BAKED BREAD.

SHOULD BE KEPT CLEAN.

Mr. RUTONJEE has the honour to announce that he has made arrangements to supply Peak residents with Bread in tins (the time to be exchanged each day), so that from the time he leaves the bakery till it reaches the consumer it will be in contact with the hands or clothes or other means of defilement.

Mr. RUTONJEE will be glad to send samples of his Bread free to intending customers.

13 and 15, D'Almeida Street, Hongkong, and 21 and 22, Elgin Road, Kowloon.

Hongkong, September 30, 1899. 2168

JADESTONES &amp; CURIOS FOR SALE.

AGENTS FOR KWONG MAN CHONG, OF PEKING IN ANCHOR, COMES, FRANKS, JADESTONES AND CEMENTAL WARE, &c.

GENUINE AMERICAN—MODERATE PRICES.

Inspection invited. No. 30, Queen's Road Central.

KANG ON, CONTRACTOR.

30, D'ALMEIDA STREET, HONGKONG.

CONTRACTS for Local and Coast Port Buildings of all descriptions, Sup. plying TIMBER, BRICKS, GRANITE, and all BUILDING MATERIALS at very MODERATE PRICES, and undertake the engagement of CARPENTERS, SMITHS and MASONRY.

Hongkong, August 12, 1899. 1822

AMERICAN SYSTEM OF DENTISTRY.

38, QUEEN'S ROAD CENTRAL.

CHADWICK KEW. (LATE OF PORT AND NOBLE.)

Hongkong, July 12, 1897. 2098

HONGKONG WHISKY.

THE World-famous FINE OLD HONGKONG WHISKY is shipped by CUTLER, PALMER & Co., and is obtainable in Hongkong of C. O. ANDERSON, No. 13, PRINCE CENTRAL.

Hongkong, March 1, 1899. 516

FOR SALE.

YUBARI LUMP COAL just to Hand from Hongkong (on Taxis); also 14 OLD BRASS RAFTS, fit for use on Steamers. Apply to KWONG MAN WO, No. 132, BERNARD STREET, West Hongkong, May 8, 1899. 1159

AMERICAN SYSTEM OF DENTISTRY.

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CHADWICK KEW. (LATE OF PORT AND NOBLE.)

Hongkong, July 12, 1897. 2098

## Mails.

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO PORTS OF BRAZIL &amp; RIVER PLATE.

ON SATURDAY, the 7th October, at Noon, the Company's Steamship **SALAZAR**, Captain ALLEGRE, with MAILES, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the S. S. *Ville de la Geste*, which vessel takes on her Passengers and Mails, leaving that Port on the 19th October, direct to SUEZ, PORT SAID and MARSEILLES. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal Ports of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m., on the 6th October. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, September 23, 1899. 2123

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN &amp; HONOLULU.

Proposed Sailings from Hongkong.

*Nippon Maru*, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu), THURSDAY, Oct. 19, at Noon.

*America Maru*, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu), TUESDAY, Nov. 14, at Noon.

*Hongkong Maru*, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu), SATURDAY, Dec. 9, at Noon.

THE S. S. **NIPPON MARU** will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on THURSDAY, the 19th Oct., at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all transatlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding orders for OVERLAND CITIES in the United States have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting lines, and from Chicago to destination the choice of direct or indirect routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Route, to Havana, Trinidad, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcels will be received at the Office until 4 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, September 23, 1899. 2120

JOHN WALKER &amp; SONS' FAMOUS KILMARNOCK WHISKY.

This World-famous FINE OLD HONGKONG WHISKY is shipped by CUTLER, PALMER & Co., and is obtainable in Hongkong of C. O. ANDERSON, No. 13, PRINCE CENTRAL.

Hongkong, March 1, 1899. 516

FOR SALE.

YUBARI LUMP COAL just to Hand from Hongkong (on Taxis); also 14 OLD BRASS RAFTS, fit for use on Steamers. Apply to KWONG MAN WO, No. 132, BERNARD STREET, West Hongkong, May 8, 1899. 1159

AMERICAN SYSTEM OF DENTISTRY.

38, QUEEN'S ROAD CENTRAL.

CHADWICK KEW. (LATE OF PORT AND NOBLE.)

Hongkong, July 12, 1897. 2098

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Hongkong, March 1, 1899. 516

## Mails.

## Occidental and Oriental Steamship Co.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC &amp; OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong.

*Doric* (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu), Tuesday, October 10, at Noon.

*Doric* (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu), Saturday, Nov. 4, at Noon.

*Guise* (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu), Thursday, Nov. 30, at Noon.

THE Co.'s Steamship **DORIC** will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 10th October, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all transatlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding orders for OVERLAND CITIES in the United States have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting lines, and from Chicago to destination the choice of direct or indirect routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Route, to Havana, Trinidad, Central and South America, by the Company's and connecting Steamers.

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Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.



**Intimations.**

**Mitsui Bussan Kaisha.**  
No. 6, 1st House Street, Praya Central.

**HEAD OFFICE:—TOKYO.**  
BRANCH OFFICES:—LONDON, NEW YORK, HONGKONG, SHANGHAI, MANILA, YOKOHAMA, KOBAY, BEIPEI, TIENTSIN, and all Ports in Japan.

**AGENCIES:—**  
Mitsui Coal Mines.  
KANAGAWA COAL MINES.  
HONOKO COAL MINES.  
YOSHINOYAMA COAL MINES.  
OKUNURA COAL MINES.  
No. 1, OHTSUKI COAL MINES.  
ICHANURA COAL MINES.  
YAMAGUCHI COAL MINES.  
YAMAGUCHI COAL MINES.  
THE OKAWA SHOSHO KAISHA, LTD.  
TOKYO MARINE INSURANCE CO., LTD.  
MITSUI FIRE INSURANCE CO., LTD.  
KANGAWA COTTON SPINNING MILLS.  
SHANGHAI COTTON SPINNING MILLS.  
TOKYO COTTON SPINNING MILLS.  
MITSUI COTTON SPINNING MILLS, LTD.  
IMPERIAL GOVERNMENT PAPER MILLS.  
ONODA CEMENT COMPANY.  
MITSUI BUSSAN KAISHA, K. HASEGAWA, Manager.

Hongkong, August 18, 1899. 1865

**KWONG YEE ON.**  
PROVISION DEALER,  
SHIP CHANDLER,  
GENERAL STORE KEEPER.

Special Prices to Hotels, Canters and Shipping.

Careful Attention given to Coast Port Orders.

A trial will prove my Goods to be the Cheapest and Best in the Market.

No. 31, HING LING STREET.

Hongkong, March 27, 1899. 775

**S. K. TING.**  
S. K. TING, 10, 10, Praya Street.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, April 6, 1899. 628

**Hotels.**

**NEW VICTORIA HOTEL.**  
**ROTISSERIE.**  
Meals a la Carte.

CHOPS, STRAKS, etc., etc., at any time, between 7.30 a.m. and 11 p.m.

Monthly Tiffin at Moderate Rates.

**Madar & Farmer,**  
Proprietors.

Hongkong, May 1, 1899. 1788

**BOARD & LODGING**  
90 & 92, QUEEN'S ROAD WEST.

**THE WESTERN HOTEL.**  
619

**KOWLOON HOTEL,**  
BRITISH KOWLOON.

THIS HOTEL is now under New Management, and is situated in a quiet locality. Excellent accommodation. Outside the best in the Colony. BOWLING ALLEY AND BILLIARDS.

**J. WILLIAM OSBORNE,**  
Proprietor and Manager.

Hongkong, January 9, 1899. 85

**FUJIYAMA & Co.**  
DEALERS in all kinds of JAPANESE CURIOS, AND TRIFLES JAPANESE.

At Moderate Prices.

No. 9, D'Almeida Street.

Head Office, No. 84, Sannomiyacho, 1 Chome, Kobe, Japan.

Hongkong, January 9, 1899. 82

**Intimations.**

**DENTISTRY.**  
SUI SANG.  
Lately Practising with Dr. I. SAKATA.  
DENTIST.  
No. 4, Queen's Road Central.  
Hongkong, January 1, 1898. 3

**CARMICHAEL & BARLOW.**  
Consulting Engineers, Surveyors and Contractors.  
QUEEN'S BUILDINGS.

DESIGNS and Specifications Prepared for any Class of STEAM, LAUNCHES and LIGHT DRIFTNET VESSELS, a Specialty. Contractors for the supply and erecting of any type of Machinery. New Work and Repairs Supervised.

New and Second-hand LACQUES FOR SALE.

Telegrams: "CELESTE" Hongkong.  
Telephone 232.

H. F. CARMICHAEL.  
H. J. BARLOW.

Hongkong, April 1, 1899. 825

**JAPANESE FINE ART CURIOS.**  
**KUHN & KOMOR.**  
21 & 23, Queen's Road, Hongkong;  
35, Water Street, Yokohama; and  
36, Division Street, Kobe.

**THE REVENUE OF CHINA.**  
A SERIES OF ARTICLES.  
Reprinted from "The China Mail."

WITH AN APPENDIX.

THIS PAMPHLET is now ready, and may be had at the Office of this Paper.

Messrs. Kuhn & Komor & Co.,  
Messrs. Kuhn & Komor,  
And Mr. W. B. Kew.

Price, 50 Cents.

**THE TRANSVAAL CRISIS.**

BRITISH TROOPS IN READINESS.

London, September 2.—The First (Royal) Dragoon, the 1st Battalion Highland Light Infantry and 1st Battalion Royal Welch Fusiliers have been ordered to hold themselves in readiness to start for the Transvaal. There are 23,000 troops at Aldershot prepared to mobilize should they be required.

SPEECH BY MR. ASQUITH.

Sept. 2.—Speaking at Leven, last night, Mr. H. H. Asquith, M.P., who was Home Secretary in the last Liberal Administration, said he had with satisfaction the prospect of a definite and permanent settlement of the Transvaal difficulty, by which the just claims of the Uitlanders would harmonize with the autonomy of the Transvaal. The Boers realized the impossibility of perpetuating an injustice against the Uitlanders. Mr. Asquith added that a solution of the problem was attainable by firm and prudent diplomacy.

PUBLIC MEETING AT THE HAGUE.

Sept. 4.—A public meeting has been held at the Hague, the capital of the Netherlands, at which resolutions were passed strongly appealing to Great Britain on behalf of the Boers, and requesting the British Government to disregard the interests of the capitalists at Johannesburg.

GERMAN ASSOCIATION OF BOERS.

In 1897, 700 volunteers have enrolled for service.

The Transvaal authorities are requisitioning rolling stock.

Three bodies of Transvaal forces are within 20 miles of Mafeking, in north-western South Africa, and are in readiness to move. The Transvaal authorities have sent 1,500,000 rounds of ammunition for Mafeking rifles to Bloemfontein, the capital of the Orange Free State.

Dr. H. H. Asquith, a member of the Executive Council of the Orange Free State, is enquiring at Bloemfontein.

A German Corps of 900 men has been formed at Johannesburg in support of the Boers.

Sept. 5.—The German Corps which has been formed to support the Boers cause numbers 1419 men. Of these 100 were enrolled at Johannesburg, 400 at Pretoria, and 800 elsewhere in the Transvaal.

**PASSING OF THE SPARE CHAMBER.**

We have no spare chamber. I have been troubled about it for a long time. Yesterday, it occurred to me that the Browns have no spare chamber either, nor the Robinsons, nor the Stuyvesants, and I am sure troubled then over.

The decision of the spare chamber strikes deep. It is the concrete difference between past and present. The spare chamber is a room in the house set apart from common life, dedicated to the higher nature. The family might have only three chambers; one of these was sacred. The father bed room and the mother's room, the spare chamber, the wall and clean straw rested under the "store carpet." The stimulus to the imagination alone was worth three times the amount of cubicles in the chamber occupied. You (speaker) know the sound by the window of the bed. Sometimes a huge loaf of fruit cake sat elegantly in one of the chairs.

There was always something reserved in the days of the spare chamber—fruit cake and bonnets. People had best clothes. They were then on spare days. Sunday was a spare day. You knew that it was Sunday. Grandfather stayed. (When grandfather stays every day what is left for the seventh?) There was a hush about the house. As you went on to sleep, the whole form by and its warm, sleepy spell—all but the inexpressible heat. The cheerful candle light still, the most inviolable thing in memory. She worked seven days in the week and talked about it. The very thought of the spare chamber was a relief. A trolley car and bicycle bells and children playing and the Salvation Army drum, the candle dived away into a barren whither. There was spare time then. People made visits—not anxious, crowded, hurried calls, but old-fashioned visits. The carry-all was washed and dried. Old Floss was carefully combed and brushed by grandfather, and then grandfather was combed and brushed by grandmother. Aunt Clara packed the luncheon in a big basket. There was always a spare chair to fit in for a family gathering, with a good view of Floss's hair falling upright, and a wide sweep of country going down. The journey was leisurely but full of wild excitement. There were the dangerous railroad crossings, where grandfathers always got out, and walked, and walked, and walked, looking two ways at once. The rest of us, more boldly over, with a fine feeling of risk. Grandfather used to crack the whip in defiance of danger. There were the cornered bridges, too. Old Floss's heels echoed in them and repeated the tramping of man and horse. The loose boards rattling underneath held the child on the creaking treacherous. Times have changed. Now we speed swiftly over gently over bridges, and the legend, "No grandfathers to walk," looks grimly down from either end.

We had a spare chamber at first. When the baby came we turned it into a nursery. We cleared out a store room for the nurse and used the little back room for a drying room. Grandfather when her first baby came, took it into her own bed. When another baby came to crowd it out there was the trickled that stood under the big bed all day, and rolled out at night with a sleepy rumble. And when more babies came to crowd the rumble, the first baby in his bed, six years old now, had a bed made for him at the head of the bed, or up, or under the sloping eaves. The rain lulled him to sleep, and the snow did it in coniferous. In the spare chamber, the bed room, the nursery, the kitchen, the dining room, the parlour, the study, the library, the hall, the stairs, the stars, and the spare chamber made a poet of him. We have no poets now.—*Atlantic Monthly.*

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Hongkong, April 1, 1898

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## Her Britannic Majesty's Ships on the China Station.

Name.	Reg.	Tons.	Guns.	H.P.	Captain.	Where of.
Albatross	dog-ship vessel	1700	10	9000	Capt. A. H. Smith-Dorrien	Hakodate
Albatross	dog-ship vessel	1050	6	1400	Commander E. J. W. Slade	Hakodate
Aurora	armoured cruiser, 1st class	5000	12	8500	Captain E. H. Bayly	Hakodate
Barfleur	battleship, 1st class	10,500	14	13,000	Hon. S. C. J. Colville, C.B.	Nagasaki
Bonaventure	cruiser, 2nd class	4360	10	9000	Capt. B. A. J. Montgomerie, C.B.	Hongkong
Brisk	cruiser, 3rd class	1770	6	3500	Com. R. B. S. Wrey	Shanghai
Cadmus	battleship, 1st class	10,500	14	13,000	Capt. J. H. Jellicoe	Hakodate
Daphne	dog-ship vessel	1140	6	2000	Com. C. W. Wilmington-Ingram	Hakodate
Endymion	cruiser, 1st class	7350	12	10,000	Capt. G. A. Callaghan	Shanghai
Exe	g-b. 3rd class coast defence	360	8	800	Com. C. Chudwick	Nagasaki
Fame	torpedo boat destroyer	360	6	5700	Lieut. Com. R. J. Keyes	Hongkong
Firebrand	gunboat, 2nd class	455	2	300		Hongkong
Handy	torpedo boat destroyer	275	6	4900		Hongkong
Hart	torpedo boat destroyer	275	6	4900		Hongkong
Hermione	cruiser, 2nd class	4360	10	9000		Hongkong
Hummer	storeship	1640	—	1640		Hongkong
Idipgenia	cruiser, 2nd class	3600	8	9000	Capt. H. N. Dudding	Hakodate
Lionet	gun-vessel, 2nd class	750	2	870	Com. Wm. W. Smythe	Yokohama
Oland	armoured cruiser, 1st class	5600	12	8500	Capt. J. H. T. Burke	Yokohama
Peacock	gunboat, 1st class	755	8	1200	Lieut. Com. J. G. Armstrong	Shanghai
Phoenix	sloop	1050	6	1400	Capt. R. P. Ooshima	Hankow
Pigmy	gunboat, 1st class	755	6	1200	Lieut. Com. J. F. Green	Wohaiwei
Plover	gunboat, 1st class	755	6	1200	Com. C. V. de M. Cowper	Nagasaki
President Sacramento	Argentine training vessel	2850	8	1200	Capt. A. G. Hunter	Hongkong
Rattler	gunboat, 1st class	715	6	1200	Lieut. Com. F. F. Harworth-Bell	West River
Redpoll	gunboat	805	2	720		Hongkong
Sandpiper	river gunboat	85	2	240	Lieut. Comdr. H. C. Carr	Hongkong
Swift	gun-vessel, 2nd class	750	2	870		Hongkong
Tamar	receiving ship	4650	—	—	Commodore Francis Powell	Hongkong
Teredo	g-b. 3rd class coast defence	360	8	800	Lieut. Com. H. E. Hillman	West River
Undisputed	armoured cruiser, 1st class	5600	12	8500	Capt. A. G. Hunter	Hongkong
Victorious	battleship, 1st class	14,000	16	12,000	Capt. A. Schomberg	Nagasaki
Waterwitch	Surveying ship	620	—	450	Comdr. W. I. Dawson	Fanning
Whiting	torpedo boat destroyer	360	6	5700	Lieut. Com. E. Kelly	Hakodate
Wolver	coast defence ship/parmaure	2750	4	1000	Comdr. H. J. Davison	Hongkong
Woodcock	river gunboat	150	2	550	Lieut. Com. H. D. Watson	Yangtze River
Woodhew	river gunboat	150	2	550	Lieut. Comdr. Barton	Yangtze River

## Foreign Men-of-war on the China and Japan Station.

Name.	Kind and Description.	Tons.	Guns.	H.P.	Captain.	Last reported as
Kaiserin Elisabeth	Austrian cruiser	4000	23	—	Capt. Julius Buck von Wellstedt	Shanghai
Asio	French gunboat	475	3	450	Commander Jaurie	Saigon
D'Entrecasteaux	French flagship	4000	14	8500	Captain de Maill	Saigon
Duval	French cruiser	1838	8	2050	Capt. Philibert	Poohoo
Edouard	French cruiser	4000	14	8500	Capt. Texier	Taku
Jean Bart	French gunboat	1250	6	2200	Capt. Aubin	Nagasaki
Kersaint	French gunboat	470	—	—	Capt. de la Motte du Portail	Saigon
Leon	French gunboat	3988	14	8500	Captain de Brétil	Shanghai
Pascal	French gunboat	623	2	900	Captain de Plessis	Saigon
Surprise	French gunboat	—	—	—	Captain Blondel	Kuowangshuan
Yadun	French cruiser	—	—	—	—	—
Deutschland	German ironclad	8000	—	9000	Captain Muller	Yokohama
Gelson	German cruiser	4100	10	9000	Captain Bollmann	Shanghai
Ilis	German gunboat	—	—	—	Commander W. Louis	Shanghai
Isane	German cruiser	4200	8	2030	Commander Oberlinner	Poohoo
Kaiserin Augusta	German cruiser	6331	20	14,000	Captain Krollner	Nagasaki
Mosow	German gunboat	800	—	—	Capt. Morten	Nagasaki
Elia	Italian cruiser	2732	12	6500	Capt. Cecani	Shanghai
Enea	Italian cruiser	3530	10	6983	Capt. Giovanni Giordano	Shanghai
Piemonte	Italian cruiser	2633	15	12,200	Capt. Constantino	Shanghai
Stromboli	Italian cruiser	3893	12	6131	Capt. Constantino	Shanghai
Africa	Portuguese transport	1450	—	—	Capt. Vasco Carvalho	Macao
Liberal	Portuguese gunboat	450	—	400	Comdr. Cunha Luna	Macao
Admiral Korniloff	Russian cruiser	5500	16	9000	Captain Yakovlev	Nagasaki
Bobro	Russian gunboat	510	2	730	Captain Parneg	Nagasaki
Dimitry Donsky	Russian sloop	600	2	1150	Capt. Sharen	Nagasaki
Gadmaik	Russian gunboat	500	9	3500	Capt. Scheremneff	Nagasaki
Gromadsky	Russian gunboat	1490	9	2000	Capt. Miklashevsky	Nagasaki
Korost	Russian sloop	1230	9	2150	Captain Sillman	Nagasaki
Mandshur	Russian sloop	1230	9	2150	Commander Kachaloff	Nagasaki
Navarin	Russian 2nd class battleship	10,000	16	14,000	Captain Fomich	Nagasaki
Oruzay	Russian gunboat	1490	9	2000	Captain Korniloff	Nagasaki
Panait Azova	Russian cruiser	6000	15	8500	Captain Korniloff	Nagasaki
Rossia	Russian gunboat	1230	9	2150	Captain Korniloff	Nagasaki
Rurik	Russian gunboat	1230	9	2150	Captain Korniloff	Nagasaki
Sisoi Veliky	Russian 2nd class battleship	10,000	16	14,000	Captain Korniloff	Nagasaki
Sivoch	Russian gunboat	950	2	1125	Captain Korniloff	Nagasaki
Yadnir Monomach	Russian armoured cruiser	6000	16	7000	Captain Korniloff	Nagasaki
Yadnir	Russian gunboat	950	11	3900	Captain Korniloff	Nagasaki
Zadnir	Russian gunboat	1230	9	1194	Captain Korniloff	Nagasaki
Baltimore	U. S. cruiser	4413	10	10,061	Captain J. M. Forsythe	Manila
Bennington	U. S. gunboat	1710	3	3435	Commander E. D. Young	Manila
Calcutta	U. S. gunboat	137	1	255	Lieut. Benjamin Tappan	Manila
Charleston	U. S. cruiser	1170	8	2199	Commander S. W. Very	Manila
Concord	U. S. gunboat	5730	8	6686	Captain E. W. Pigan	Manila
Helena	U. S. gunboat	1897	8	3405	Lieut. Com. J. B. Briggs	Manila
Manila	U. S. gunboat	1057	2	700	Captain E. K. Moore	Manila
Monadnock	U. S. monitor	3980	6	3000	Lieut. Com. A. D. Mayo	Manila
Monocacy	U. S. gunboat	1370	6	850	Commander J. McGowan	Manila
Montezuma	U. S. monitor	4954	4	6444	Comdr. G. A. Bicknell	Shanghai
Oregon	U. S. 1st class battleship	10,250	16	11,111	Comdr. E. H. C. Leutze	Manila
Petal	U. S. gunboat	892	10	1065	Captain G. F. F. Wilde	Manila
Princeton	U. S. gunboat	1000	6	800	Commander O. C. Cornwell	Manila
Whaling	U. S. gunboat	1000	6	1061	Commander Harry Knox	Manila
Yorktown	U. S. gunboat	1000	6	1061	Commander W. R. Burwell	Manila
Yosemite	U. S. cruiser	6179	10	3800	Commander G. S. Sperry	Manila

**REVERSING THE PHONOGRAPH.**

Referring to the curious effects obtained by running a phonograph backward, Professor Pictet, in an article in *Science*, notes that we may obtain an even better realization, in this way, of what a reversed world would be than by reversing the kinematograph, as has sometimes been done. After noting some of the curious specimens regarding such a world, he writes, he goes on to say:

"We now have two instruments that can transport us to this new world moving backward. They are the cinematograph and the phonograph."

The first all is very easily in getting a view of a landscape—moving scene. Unfortunately, the scene that can be reproduced on the instrument are limited to give us a general idea of what the whole world would be like under these conditions. In the instrument the aspect of a person is reversing evident, and, when the machine is reversed, that of one who is retreating by walking backward. This is nothing new. It gives idea of a world where effects proceed on the contrary.

The phonograph, on the contrary, positively introduces us into a new world, gives us a new language and a new music. I wish to call the attention of musicians to this fact. It is said that Wagner, to get new musical ideas, used to put his pianist out of tune, and that he played the most beautiful pieces of Mozart or Beethoven. Thus, by chance unexpected effects would be revealed to his ear. Chance is sometimes artistic. Children throw their inkblots on a bit of paper, find it a piece of heaven, and then turn the inkblot upside down. Who has not wondered, during a thunder-storm, at the fantastic and grand forms of frost on our window panes?

I advise musicians to hear the best pieces of their repertoire played backward on the phonograph. I do not say that all that they hear will be equally beautiful. But I assure that they will be surprised more than once to hear the result. It may be that from this will arise some new form of music. Let them hear also a piece declined in the same fashion, if they wish to get an idea of a new language where the accents are all reversed. I hasten to add, that running the machine backward does not injure the cylinders—at least if they are those of celluloid. This reversibility makes of the instrument a doubly interesting one.

This is a good opportunity to put anew the following question, which was once discussed in *Les Merveilles* by the Abbé Maigrot: "Is the universe reversible, absolutely speaking? That is to say, if we admit the principle of the convertibility of the various forms of energy, could it happen that the universe should return to its primitive state by passing through all the intermediate states in reverse order?"—*Philosophical Magazine*.

**NEW STOCK OF PIANOS BY BRIDGMAN, CHAPPELL, HARRIS, ALFORD, RACHMAN, ROBINSON PIANO CO.**

**MANY THANKS.**

I wish to express my thanks to the manufacturers of Chamberlain's Cough Remedy, and Dr. Williams' Pink Pills, for having put on the market such a good and useful medicine, says W. W. Massingill, of Beaumont, Texas. "There are many thousands of mothers whose children have been saved from attacks of dysentery and cholera infantum who must also feel thankful. It is for sale by All Dealers; Watkins & Co., General Agents."

**Hongkong Tides.**

The Tide Table given below has been compiled by the Nautical Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine at the Water Police Basin at Tsim Sha Tsui during the years 1897-9.

The zero of the table is Low Water Ordinary Spring Tides, which has been found to be 2 feet below mean level.

To obtain the height of water on the tide gauge at the Victoria Naval Yard add 6 ft. 7 in. and on the gauge at Lamou Dock, Aberdeen, add 12 ft. 9 in. to the height given in the table.

Day	Month	Time	Height	Mean	Height
Wed.	4	8.30	4.3	2.19	0.8
Thurs.	5	9.2	4.1	2.53	0.4
Fri.	6	9.3	3.0	2.53	0.0
Sat.	7	10.1	5.1	3.17	0.8
Sun.	8	9.1	5.1	3.17	0.8
Mon.	9	11.2	2.8	2.58	0.4
Tues.	10	11.2	2.8	2.58	0.4

Grandfather used to crack the whip in times of danger. There were the core bridges, too. Old Flora's hoofs echoed floor and repeated the tramping of men. The horse hoards, nestled underneath the eaves, coughed and sneezed. The horses, they have changed. Now we speak swiftly of grandly open bridges, and the legend, faster than a walk, looks grimly down from either end.

We had a spare chamber at first. When the baby came we turned it into a nursery. We cleared out a storeroom for the day and used the little back-room for a dry room. Grandmother, when her first baby came, took it into her own bed. When another baby came to crowd it out the way was the trickled that stood under the bed all day and stood out at night as a slippery tumble. And when years had still come to, to growd the trundle-bed first baby, a big boy, six years old, had had a bed made for him at the head of the back stairs, or up-garret, under the sloping. The rain lidded him to sleep, and the snow first in the eaves. In the spare chamber the big bed loomed untouched, covered in his dreams, a presence not to put by. The snow, the rain, the stars, the spare chamber made a poet of. We have no poets now.—*Atlantic Monthly*

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# WHY EXPERIMENT ON YOURSELF

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## CHINA COAST METEOROLOGICAL REGISTER.

October 2nd—AT 6 P.M.

Station.	Temperature.	Humidity.	Wind.	Bar.	Cloud.	Rain.
Wanchow	29.50	67	SE	29.4	—	—
Tokio	20.00	67	SE	29.4	—	—
Kobe	20.00	67	SE	29.4	—	—
Nagasaki	20.11	67	SE	29.4	—	—
Kagoshima	20.07	67	SE	29.4	—	—
Shanghai	20.48	67	N	29.4	—	—
Amoy	29.88	63	N	29.4	—	—
Swatow	29.89	60	N	29.4	—	—
Canton	29.91	61	N	29.4	—	—
Hongkong	29.91	60	N	29.4	—	—
Vict. Port	29.91	60	N	29.4	—	—
Gap Rho	29.91	60	N	29.4	—	—
Maipo	29.91	60	N	29.4	—	—
Haplopo	29.91	60	N	29.4	—	—
Manila	29.91	60	N	29.4	—	—
Malate	29.91	60	N	29.4	—	—
Isolado	29.91	60	N	29.4	—	—
Batavia	29.91	60	N	29.4	—	—
Ulu	29.91	60	N	29.4	—	—
S.S. James	29.91	60	N	29.4	—	—

October 3rd—AT 10 A.M.

Station.	Temperature.	Humidity.	Wind.	Bar.	Cloud.	Rain.
Wanchow	30.05	67	SE	29.4	—	—
Tokio	20.00	67	SE	29.4	—	—
Kobe	20.00	67	SE	29.4	—	—
Nagasaki	20.11	67	SE	29.4	—	—
Kagoshima	20.07	67	SE	29.4	—	—
Shanghai	20.48	67	N	29.4	—	—
Amoy	29.88	63	N	29.4	—	—
Swatow	29.89	60	N	29.4	—	—
Canton	29.91	61	N	29.4	—	—
Hongkong	29.91	60	N	29.4	—	—
Vict. Port	29.91	60	N	29.4	—	—
Gap Rho	29.91	60	N	29.4	—	—
Maipo	29.91	60	N	29.4	—	—
Haplopo	29.91	60	N	29.4	—	—
Manila	29.91	60	N	29.4	—	—
Malate	29.91	60	N	29.4	—	—
Isolado	29.91	60	N	29.4	—	—
Batavia	29.91	60	N	29.4	—	—
Ulu	29.91	60	N	29.4	—	—
S.S. James	29.91	60	N	29.4	—	—

F. G. Froo, First Assistant.

Hongkong Observatory, Oct. 3, 1899.

1. Barometer, reduced to 32 degrees Fahrenheit and to the level of the sea in inches, tenths, and hundredths.
2. Thermometer, in the shade, in degrees Fahrenheit.
3. Hygrometer, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. Direction or Wind, in true points.
5. Force or Wind, according to Beaufort Scale.
6. Direction of Drift, in true points.
7. Force of Drift, in miles per hour.
8. Direction of Current, in true points.
9. Force of Current, in miles per hour.
10. Direction of Tidal Current, in true points.
11. Force of Tidal Current, in miles per hour.
12. Direction of Surface Current, in true points.
13. Force of Surface Current, in miles per hour.
14. Direction of Bottom Current, in true points.
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### Merchant Vessels in Hongkong Harbour

Section.	Section.
1. From Green Island to the Gas Works.	7. From Naval Yard to Blue Buildings.
2. From Gas Works to Jardine's Wharf.	8. From Blue Buildings to East Point.
3. From Jardine's Wharf to the Harbour's Office.	9. From Kellett's Island to North Point.
4. From Harbour Master's to the Market.	10. Kowloon Wharves.
5. From the Market to Peddar's Wharf.	11. Jardine's Wharf.
6. From Peddar's Wharf to the Naval Yard.	

Vessel's Name.	Arrived.	Captain.	Flag and Reg.	Tonnage.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
<b>Steamers.</b>								
Amara	7	Matlock	British str.	1567	Sept. 30	Jardine, Matheson & Co.	S'pore & Calcutta	Oct. 7.
Andria	4	Dayton	British str.	1575	Oct.	2Jardine, Matheson & Co.		
Clio	3	Whyte	Brit. str.	778	Oct.	2Laure, Woggoner & Co.		
Do-imp	3	Christianson	Ger. str.	965	Oct.	1Sander, Wieler & Co.		
Doric	3	Smith	British str.	4674	Sept. 30	1J. & O. S. S. Co.		
Eupatoria	3	Day	British str.	230	Sept. 28	Order		
Fausung	3	Michell	British str.	1410	Sept.	2Jardine, Matheson & Co.		
Hodise	3	Genard	French str.	568	Oct.	1A. R. Marty	Haiphong	Oct. 4.
Hongkong	3	Bastian	French str.	733	Oct.	1A. R. Marty		K'loon Dock
Hue	3	Mercier	French str.	704	Sept. 28	1A. R. Marty		Quarry Bay
Hupoh	3	Genard	British str.	1581	Sept.	2Butterfield & Swire		
Independent	3	Stey-nor	Ger. str.	857	Sept. 28	2Sander, Wieler & Co.		
Java Flame	3	de-Holz	Aus. str.	2227	Oct.	3Order	Manila	Oct. 7.
Logapi	3	Friedr	Span. str.	919	Sept.	4Order		
Loonmoon	3	Schultz	Ger. str.	1245	Oct.	3Jensen & Co.		
Monmouthshire	4	Evans	British str.	3247	Sept.	2Dowdall & Co., Limited	Portland, Or.	Oct. day.
Nanchang	3	Evans	British str.	1002	Oct.	1Butterfield & Swire		
Nanyang	3	Lehmann	Ger. str.	983	Oct.	3Douglas Steamship Co.	Hongy	Oct. 4.
Petrans	2	Barawell	British str.	1139	Oct.	1Arnhold, Karberg & Co.		
Progress	3	Brandt	Ger. str.	687	Sept. 28	2Chieng		
Prosper	2	Thorstensen	Norw. str.	789	Oct.	1Jago K. Skovren & Co.		
Quarta	3	Johannsen	Ger. str.	1148	Sept.	2Sander, Wieler & Co.		
Salahadj	3	Amann	Dutch str.	1235	Sept.	2Meyer & Co.		
Salvadora	3	Gutisolo	Amer. str.	688	Oct.	3Brandu & Co.		
Savva	3	Forek	Ger. str.	26	2 Sept	1Carowitz & Co.	Manila & Sydney	K'loon Dock
Sullberg	3	Meyer	Ger. str.	780	Oct.	3Stanssens & Co.		
Taiyuan	4	Nelson	British str.	1368	Sept.	2Butterfield & Swire		
Tal	3	Nelson	British str.	1368	Sept.	3Douglas Steamship Co.	Swatow & Tientsin	Oct. 4.
Weyfield	3	Cartm	British str.	2053	Sept.	2Order		
Yuehsang	3	Rolfe	British str.	1128	Sept.	20Jardine, Matheson & Co.	Manila	Oct. 4.
<b>Sailing Vessels.</b>								
Challenger	2	Gould	Amer. sh.	1420	Sept. 19	1Arnhold, Karberg & Co.		
Etha Rickmers	7	Bencke	Ger. sh.	1754	Sept.	2Arnhold, Karberg & Co.		
Governor Robin	2	Nichols	Amer. sh.	1927	Aug.	21Standard Oil Co.		
Josias	2	Gilkey	Amer. sh.	1547	Aug. 30	Standard Oil Co.		
Lothian	2	La-ranga	Ital. bgo.	750	Oct.	1Order		
May Flint	2	Barfield	Amer. sh.	3576	Sept.	20Standard Oil Co.		
Mary L. Cushing	2	Pendleton	Amer. sh.	1540	Oct.	1Order		
Retriever	5	Parker	Brit. sch.	96	Sept. 7	Order		
St. David	3	Lyons	Amer. sh.	1400	Aug. 15	Order		
St. James	8	Thuphy	Amer. bgo.	1153	Sept.	2Order		
Smile	3	Huestes	B. 4-m bkg.	2037	Aug. 23	Order		
Valkyrien	2	Hall	Brit. bgo.	498	Sept.	23Order		
Warath	7	Haynes	Brit. sch.	52	Sept.	22F. W. Hall.		

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## SHARE LIST.—QUOTATIONS.—OCTOBER 3, 1899.

in \_\_\_\_\_ (CORRECTED UP TO 1 P.M.)

No. of	Paid	Closing Quotations
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Stocks.	Shares.	Value.	up.	Cash.

**A RICH AND RARE**  
**LIQUEUR SCOTCH**

	Bank of China Co., Ltd.	100,375 £	6 2	421.00
	ordinary ..		10 0	421.00

IPP	Fifteen Years Old.—Matured in Sherry	deferred	1,250	12	120.0
		National Bank of China, Limited	£	10 2	8 32 1/2, buyers